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The CSS H. L. Hunley: Confederate Submarine

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and adequate logistical supplies to support a prolonged defense had not been stored. The result was predictable—the garrison was soon on half-rations that sapped the strength of the defending force during the subsequent campaign. In the author's view, as MacArthur advanced in seniority he increasingly became the "victim of his own ego and sense of infallibility, to the degree that he could not accept that it was human to err or to fail." Especially critical of MacArthur's decision to retain overall command of the Philippines from Australia, Connaughton contends that MacArthur deliberately misled the Army chief of staff, George C. Marshall, about the actual number of Bataan's defenders and frequently dictated optimistic dispatches that were belied by the deplorable condition of the defenders of Bataan and Corregidor.

So where does Douglas MacArthur rank among the great battle captains of the world? Not very high, states Connaughton. Citing with approval Roosevelt's assessment that MacArthur's defense of Luzon was more "criminal" than heroic, "more a rout than military achievement," Connaughton concludes that MacArthur avoided censure by maintaining the support of the Philippine government and the Philippine people, and because the removal of MacArthur by a Democratic president would have generated political backlash at a difficult time. Those factors, coupled with MacArthur's penchant for public relations by which he created an image of a lonely hero defending America on a distant shore, permitted MacArthur to occupy a position in the Valhalla of American military figures.

Douglas MacArthur has not fared well in recent historiography of his unsuccessful defense of the Philippines in 1941–42.

According to Connaughton, MacArthur made "monstrous blunders" in directing the defense of the archipelago. Strangely enough, however, Connaughton concludes with a more positive assessment, suggesting that MacArthur arrived in Australia a better soldier for having experienced defeat in the Philippines. From Australia MacArthur would embark upon a campaign that included eighty-seven amphibious landings in his progress toward ultimate victory and the liberation of the island chain that had witnessed his greatest defeat.

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Campbell, R. Thomas. *The CSS H. L. Hunley: Confederate Submarine*. Shippensburg, Penna.: Burd Street Press, 2000. 173pp. \$14.95

The Confederate vessel *H. L. Hunley* became the first submarine to sink an opposing vessel in time of war when, on 17 February 1864, it detonated a spar torpedo against the hull of USS *Housatonic*, which was on blockade duty off Charleston, South Carolina. The ship sank in shallow water with a loss of five lives. *Hunley* disappeared following the explosion. The manner of its loss, the location of the wreck, and the fate of the crew have puzzled and challenged Civil War buffs, historians, and underwater archeologists for more than a hundred years. Interest in the submarine intensified with the discovery of the vessel in May 1995 and the raising of the wreck intact in August 2000.

R. Thomas Campbell's book *The CSS H. L. Hunley: Confederate Submarine* continues the popular fascination with

the ill-fated submarine. Campbell follows closely in the wake of recent writers who have retold the familiar story of the *Hunley*. Campbell, a specialist in the naval history of the Confederacy and author of four books on the subject, here focuses on the history of this submarine from its construction in 1863 to its final history-making attack. He begins with Confederate attempts preceding the *Hunley* to construct a workable submersible. He then discusses the rationale for Confederate submarines and the hope they gave the Confederacy of breaking the Union blockade of its ports.

Hunley was built in Mobile, Alabama, in 1863 and shipped by train to Charleston to relieve the blockade. There the vessel proved deadly to its Confederate crews, sinking three times and killing twenty-two men, including its chief backer, Horace Lawson Hunley.

Campbell has compiled from primary and secondary sources an impressive amount of detail, which he incorporates in 120 pages of text and photographs, drawings, and maps. He has developed a lengthy bibliography. The photographs, while heavy on gun emplacements, illustrate the principal places and participants in the *Hunley* history. Seven appendices, totaling forty pages, are primarily concerned with postdiscovery news releases. The book was published prior to the vessel's salvage in August 2000 and so has no information related to the technical aspects of the salvage and subsequent findings by archeologists.

Campbell's narrative reads at times like a work of history and at other times like a magazine article, as the author alters his perspective from that of historian to

contemporary commentator. His style tends toward the melodramatic, and the book contains a good deal of enthusiastic supposition. Campbell, though usually generous in his footnotes, does not always make clear why he attributes particular thoughts, feelings, or actions to the *Hunley*'s crew or supporters.

Closer editing would have helped the book and eliminated misspellings, misplaced modifiers, and clichés. One might ask why it was necessary to include a map with a caption apologizing for its "very poor quality" instead of redrawing it.

The book contains minor factual errors. Matthew Fontaine Maury's middle name was not Fountain, and it was G. W. Blair, not Beard, who inspected the submersible *Pioneer*. There are minor inconsistencies between the main text and appendices. On page 47 Campbell names the five men who died in *Hunley*'s 29 August 1863 sinking; however, his list of the dead in appendix A states that one man is unidentified. Perhaps most surprising is the inclusion of four and a half consecutive pages of quoted text, used with permission, from a 1995 book about the *Hunley* by another author.

Disappointingly, Campbell chose to cede his conclusion to an unreconstructed Confederate survivor of the *Hunley*, William Alexander. Alexander's page-long diatribe, from a speech in 1903, is a condemnation of the actions of the United States during the Civil War, and it contains factual errors regarding the history of submarines. It is an ungraceful ending to the book.

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